



## RAILROADS.

### LOCAL TIME TABLE.

#### MISSOURI PACIFIC

NORTH BOUND.		
Laredo and St. Louis	Arrive.	Leave.
San Antonio and St. Louis	7:10 a.m.	7:45 a.m.
St. Louis and Laredo	8:00 p.m.	8:20 p.m.
St. Louis and San Antonio	8:15 a.m.	8:40 a.m.

#### TEXAS AND PACIFIC.

EAST BOUND.		
No. 2 daily	7:30 a.m.	7:50 a.m.
No. 4 daily	8:05 p.m.	8:20 p.m.
WEST BOUND.		
No. 1 daily	8:00 p.m.	8:20 p.m.
No. 3 daily	7:30 a.m.	7:50 a.m.

#### TRANSCONTINENTAL.

NORTH BOUND.		
Fort Worth, Whitesboro and Arrive.	Leave.	
Texarkana	7:10 a.m.	7:45 a.m.
Fort Worth, Sherman and		
Texarkana	9:00 p.m.	9:20 p.m.
SOUTH BOUND.		
Texarkana, Whitesboro and	8:00 p.m.	8:20 p.m.
Fort Worth, Sherman and		
Texarkana	8:15 a.m.	8:40 a.m.

GULF, COLORADO AND SANTA FE.		
SOUTH BOUND.		
Mail and express, daily	8:50 a.m.	9:10 a.m.
Accommodation, mixed train		7:00 p.m.
Accommodation, mixed train		8:10 p.m.
NORTH BOUND.		
Mail and express, daily	8:45 p.m.	9:05 p.m.
Accommodation, mixed train		7:45 a.m.

FORT WORTH AND DENVER.		
North bound	8:55 a.m.	
South bound	4:20 p.m.	
All the above from the Union Depot.		
C. D. Lusk, Ticket Agent.		

HOUSTON AND TEXAS CENTRAL.		
Express trains	5:00 p.m.	10:45 a.m.
Mixed trains	2:50 a.m.	12:55 a.m.
P. A. MILLER, Ticket Agent.		
Depot near corner of Jones street and Daggett avenue. City office 403 Main street.		

## THE RAILROADS.

Fort Worth is united to Kansas City and the Great Atchison System by Rails of Steel.

Track Laying on the Fort Worth and Rio Grande Reaches Johnson County—Fort Worth and Denver—Notes.

### Home Notes.

Rush H. Barnes of the Chicago and Alton was in Fort Worth last night.

Thomas W. Jackson, land agent of the Gulf, Colorado and Santa Fe, was in Fort Worth last night.

J. J. Mullane, commercial agent of the Gulf, Colorado and Santa Fe, with headquarters at Fort Worth, took a run up the extension into the Territory on Sunday and says the scenery in the Nation is grand.

Steel rails, sixty-two pounds to the foot, seventeen ties to the rail, on the main line of the Atchison-Gulf. Iron rails and fifteen ties to the rail on the branches. The Atchison-Gulf will do its business on the main line.

The Fort Worth and Denver has forty-five miles of track laid beyond Quanah, and now that the forces on the Atchison-Gulf will soon be through work, the number of men at work on the Fort Worth and Denver extension will be greatly augmented.

President Paddock has not forgotten that promised excursion down the Fort Worth and Rio Grande, to the members of the press, but says on some Sunday soon the trip will be made. "Every one connected with the road has been so busy," said Captain Scully yesterday, "that we have not had time to get the cars ready."

Captain Scully, in charge of the construction trains on the Fort Worth and Rio Grande, said last night that track was laid to a point twenty-six miles below the city. Yesterday the forces were surfacing up the last few miles of the track laid. The end of the track has now passed beyond the confines of Tarrant county and is some distance over the line into Johnson county. By next week the track will have reached Hood county. The first station on the road is Scullyville, three miles from the city, and the next is seven miles out. The last station has not as yet been named and is at present spoken of as "the switch."

The last spike is driven home. The steel rails from the north have been united to those from the south, and the Atchison-Gulf Road is an actuality. Another link in Fort Worth's prosperity has been forged and welded on to those making up the chain of metropolitanism. Sunday morning five and a half miles of track remained to be laid, but such was the energy of the men that by 11:20 yesterday morning the work was all done, and one unbroken line of sixty-two-pound steel rails united Fort Worth to Kansas City and all points on the main line of the Atchison, Topeka and Santa Fe Road. The junction was made at a station called Purcell, four miles south of the Canadian. It is less than a year ago that THE GAZETTE announced that the Atchison, Topeka and Santa Fe had acquired the Gulf, Colorado and Santa Fe, and since then both roads have been laying track rapidly in order to make the connection before May 1. As soon as the

main track was laid the tracklayers began the work of putting in fifteen miles of siding at Purcell, and the trackmen began the work of surfacing. The first train will probably be run over the road on May 5, but whether from Texas or Kansas is not at present known. With the building of the road the Baltimore and Ohio Telegraph Company has been keeping pace by strung its wires, and in a few days this company will have a direct line to Kansas City and make connections with many miles of wire already up in Kansas and Missouri. By the connection made yesterday between the Gulf, Colorado and Santa Fe Railroad and the Atchison, Topeka and Santa Fe Railroad Fort Worth taps the entire system of the great Atchison road. This marks one of the most important epochs in the commercial history of this thriving young metropolis, and it adds another great factor to its future growth and development. The Atchison, Topeka and Santa Fe people have thoroughly established themselves as an enterprising railroad corporation. The head of the road, President William B. Strong, is one of the best railroad men in the country, and it is to his untiring energy and unquestioned ability that the present success of the road is due. Santa Fe stock sold the other day at 110, and this is the highest point it has ever reached in the history of the company, and it certainly speaks volumes for Mr. Strong's management of the company's affairs. The Santa Fe is now building its line from Kansas City to Chicago, with a branch to St. Louis, and work is being pushed rapidly. A line is being constructed north from the main line in Kansas, which in time will go through the state of Nebraska into Southern Dakota. The Kiowa branch is being rapidly pushed through the Panhandle to a junction with the Fort Worth and Denver Road. Branches are being sent out in every conceivable direction in Kansas, and already the state is covered with a great spider web of roads, all feeding the main line. It is understood that during this and the coming year the Santa Fe proposes to do some extensive railroad building in Texas, and chief among the roads to be built by them under charter to the Southern Kansas of Texas is the line from Fort Worth to a junction with the Kiowa extension in the Panhandle. President Strong is already a favorite with our people, and in any of his undertakings in Texas can count on the hearty support of the people of Fort Worth. They will aid with open hand so liberal and broad gauged a road as the Atchison, Topeka and Santa Fe-Gulf, Colorado and Santa Fe. It was stated last night that the St. Louis and San Francisco has already ordered a corps of engineers and a heavy force of men into the field to build from Tulsa to a junction with the Atchison-Gulf line in the Territory, and that instructions are to have the work completed in sixty days. We have an air line to Kansas City and now we are to have the shortest line to St. Louis by way of the Atchison Gulf and Frisco.

**The Magnate's Funeral.**  
MILWAUKEE, Wis., April 26.—The funeral of Alex. Mitchell at St. James' church to-day was one of the largest that ever took place in Milwaukee.

### Recorded in Brown.

BROWNWOOD, TEX., April 26.—A deed of trust and lien on the Fort Worth and Rio Grande Railway in favor of the Knickerbocker Trust Company has been recorded in our county record.

### Junction of the Santa Fe.

GAINESVILLE, TEX., April 26.—The South Canadian is reported to have risen several feet but not sufficiently to hinder the junction of the two Santa Fe's which it is stated was made to-night. Purcell is the name of the last station and is located on the Canadian at the junction of the two roads.

### Work at Cleburne.

CLEBURNE, TEX., April 26.—Quite a number of people with teams and scrapers are camped near the city, waiting to begin work on the Weatherford extension of the Santa Fe.

The right of way committee started out this morning for the purpose of buying the right of way on the Cleburne and Weatherford Road.

### Wylie Hard at Work.

WYLIE, TEX., April 26.—The committee appointed to secure donations for the St. Louis, Arkansas and Texas Railway, has raised \$1700, and Wylie is much encouraged to hope she will secure the road. Representatives will attend the meeting at Plano to-morrow and will also go to Texarkana on the 4th of May. The surveying party that has been camped here for the past several days received instructions this morning to move to Greenville.

### A Meeting at Belton.

BELTON, TEX., April 26.—A railroad meeting was held in the courthouse this afternoon at 2 p. m. and a committee was selected to meet the directors of the Cotton Belt Route at Texarkana on May 4 next and submit propositions for an extension of that road from McGregor to

Austin via Belton, Salado, Corn Hill and Georgetown. The following gentlemen were selected: J. Z. Miller, G. W. Tyler, J. L. Wilson, Silas Baggett, W. S. Holman, T. W. Cochrane, P. T. Morey, George C. Pendleton and J. T. Smithers. The committee from the various towns will offer the road a cash bonus of \$104,000 and a large portion of the right of way. Of the cash bonus Belton contributed \$27,000.

### Rousing Meeting at Texarkana.

SPECIAL TO THE GAZETTE.

TEXARKANA, ARK., April 26.—There was an enthusiastic meeting of the business men and prominent citizens of Texarkana at Gbio's opera house last night, which convened for the purpose of taking final steps toward raising \$50,000, the sum required as a bonus to northern capital to project the Texarkana and Northern Railroad from its present incipient condition on to Fort Smith. Committees of solicitation were appointed, and have been at work all day canvassing the city with very favorable results. The amount thus far subscribed will reach \$25,000, and it is confidently expected that the other half will be realized in ten days. Immense interest is manifested in this departure, which is looked upon as an accomplished fact of the near future.

### The Boycott Renewed.

PITTSBURGH, PA., April 26.—The trouble between the railroads of the Western Passenger Association and those of the Central Traffic Association regarding the sale of through tickets and the abolishing of commissions is assuming a more serious phase. It is said that a number of roads that consented to the proposed agreement with the eastern roads, including the Gould system, have not fully complied with the proposed agreement. As a result the Pennsylvania Company has issued another circular discontinuing the sale of tickets on the following roads: The Burlington and Missouri River; the Chicago, Burlington and Quincy; the Chicago, Milwaukee and St. Paul; the Greenbay, Winona and St. Paul; the Hannibal and St. Joe; the Kansas, St. Joseph and Council Bluffs; the Missouri Pacific; the Missouri, Kansas and Texas; the Milwaukee and Northern; the St. Louis, Iron Mountain and Southern; the St. Louis, Keokuk and Northwestern; and the Texas and Pacific. This makes a total of thirty-two railroads in the west over which the Pennsylvania Company now ceases to sell through tickets.

### A Great Remedy for Liver Derangements.

Amongst the number of prominent citizens who have endorsed Maguire's Candorango, will be found the names of General John B. Hood, Colonel Robert L. Adams, Colonel James F. Casey, Colonel Jack Wharton, General Bushrod R. Johnston, I. N. Maynard, Esq., James H. Hummel, Esq., General Thomas A. Harris, R. V. A. J. Tardy and many others. The Candorango, for complaints of the liver, blood, kidneys and stomach has no equal; it opens and regulates the bowels and prevents and cures bilious attacks. It contains no alcohol, and is the only vegetable substitute for calomel.

### WASHINGTON NOTES.

SPECIAL TO THE GAZETTE.

WASHINGTON, April 26.—Mr. and Mrs. James Findlay, of Galveston, are at the Rixby house.

Congressman Culberson has written to a friend here that he intends to be present at the National drill next month.

Major Morse R. Taylor, surgeon, who is now on duty at Fort Sill, will be retired for age on May 14 and will make San Antonio his home in future.

### TEXAS PENSION.

SPECIAL TO THE GAZETTE.

WASHINGTON, April 26.—A pension was issued to-day to Joseph Woodhouse of Victoria, Tex.

PETITION TO THE COMMERCE COMMISSION.

WASHINGTON, April 26.—J. M. Burlingame, Secretary of the Business Men's Association of Minnesota, comprising boards of business men's and farmers' organizations in the state, writes by instruction to the inter-state commerce commission asking that the association be notified before any consideration is given to the prayers of railroads between Chicago and St. Paul and Minneapolis, and that they be afforded a hearing on the subject.

Red Star Cough Cure has the indorsement, from experience of the most prominent men.

### A Marvellous Telephone.

Telegraphing on March 8, the Paris correspondent of the London Times said: "I was invited to be present to-day at some telephone experiments between Paris and Brussels with a new apparatus known as the 'micro telephone push-button.' These experiments, which were made on behalf of the two telegraphic administrative departments of France and Belgium, produced a very lively impression on those present, and I believe the new apparatus to be the most perfect yet produced. As its name indicates, it has the form of an ordinary electric push-button. When the button has been pushed in, and has made a sound at the other extremity, it is taken out, and is found to be attached to a long electric wire. There is thus exposed the telephonic plate, which is extremely sensitive, so that when it is necessary to speak at short distances it is not necessary to come close to the instrument. For communications in the same street or house, the operator places the upper part near himself, and without changing his position he can speak with the correspondent at the opposite extremity. But what makes this apparatus the most successful of telephonic instruments is that it can be made for half a crown, that is to say, for not more than the price of the ordinary push-button. Between Paris and Brussels this instrument, costing half a crown, worked with admirable precision. The inventor is Dr. Cornelius Hertz, one day nominated grand officer of the Legion of Honor, next day described as an emissary of Germany, and lastly as the friend, adviser and confidant of General Boulanger. He is in reality an electrician whose inventive talent has been stimulated by his residence in America, where there is a boundless demand for improvements in electrical apparatus and in all mechanical contrivances."

In General Debility, Emaciation, Consumption, and Wasting in Children, SCOTT'S EMULSION of Pure Cod Liver Oil with Hypophosphites, is a most valuable food and medicine. It creates an appetite for food, strengthens the nervous system and builds up the body. Please read "I tried Scott's Emulsion on a young man whom physicians said was dying by hope. It cured him of his disease, and he is now a strong, healthy man."—J. H. SULLIVAN, Hospital Steward, Morganza, La.

## SPORTING.

### Daly and Kelly, Two St. Louis Sluggers, Fight Brutally for Sixty-Three Rounds, Daily Winning.

Chickasaw Day at the Memphis Races—Inter-State Regatta at Galveston—The Thistle Launched.

### A Brutal Prize Fight.

ST. LOUIS, MO., April 26.—A long and bloody fight to a finish with kid gloves took place this afternoon near a small railroad station, about fifty miles north of this city. The mill was between Ed Kelly, a son of the formerly somewhat famous Tom Kelly of this city and Daniel Daly, a slugger of local note, and for \$250 a slug and gate money, which amounted to about \$600, the winner to take everything. The fight began about 12:30 with light sparring and no results.

In round 2 Daly got first blood, with an upper cut on Kelly's mouth.

The next three rounds Daly forced the fighting and gave Kelly heavy blows on the body and face.

In round 6 Kelly got in hard blows on Daly's neck.

In round 8 Daly bled from the ears and each gave the other heavy blows on the face, back and body.

In round 11 the fighting was heavy and fierce, and clinch after clinch caused great excitement in the ring and among the spectators. The men pounded each other terribly and blood flowed freely from the noses and mouths of both, but the round was Daly's.

Rounds 12 to 24 were in Daly's favor, he having punished Kelly severely, giving him terrible blows in the face and on the body, and doing a good deal of hard fighting.

In round 25 Kelly was groggy, and Daly was somewhat winded.

Rounds 26 to 29 were Daly's, who forced the fighting, and used his left with great effect on Kelly's face, neck, ribs and stomach.

From this round 31 Daly did terrible work.

From round 32 to 40 the same work was repeated, Daly getting in continuous blows on Kelly's face, mouth and stomach.

Rounds 41 and 42 were a repetition of the preceding ones.

In round 43 Daly repeated his tactics and Kelly stood dazed in the ring unable to strike a blow.

From this on to the 50th round the fight was of the same sickening character. Kelly almost helplessly receiving Daly's blows. A prominent sporting man offered Kelly's seconds \$300 to give the fight to Daly, but they refused.

Round 51—The fight was nothing but plain brutality. Kelly was simply a chopping block.

Rounds 52 and 53 were the same monotonous thing and in fact all that followed.

At the end of the sixty-third round Kelly agreed to take \$100 and let Daly have the fight and stake money and receipts.

The battle was the longest on record under Marquis of Queensberry rules and one of the most brutal ever seen. Kelly is terribly used up; Daly is not injured much.

Time of fight 3 hours and 58 minutes. The mill was witnessed by about sixty of the sporting fraternity and their friends of this city, each one of whom paid \$10 to see the fun.

### Memphis Races.

MEMPHIS, TENN., April 26.—The attendance to-day at the spring meeting of the new Memphis Jockey Club was 5000. It was Chickasaw Guards day, and that company were present and during the afternoon gave an exhibition drill. The great four-year-old event was also contested, and the reputation of the horses that were to meet in this race added to the general interest. The weather was bright and clear and the track fast.

First race—Purse for all ages, five-eighths of a mile. Mina won by a half length from Little Minch, second, two lengths in front of Sam Harper, Jr., third. Time, 1:05 1/2. Going around the upper turn Kink stumbled and fell. Little Minch and Withrow also fell. None of the jockeys were seriously injured. Elke was bruised. Of the horses Withrow was badly cut, but not permanently injured.

Second race—Chickasaw Guards, sweepstakes, for four-year-olds; \$250 each, \$100 forfeit, \$1000 added to second to save the state; one and one-fourth miles. Starters: Blue Wing, Brown Duke, Montana Regent, Elkwood, Lafitte. In the pools Blue Wing had the call, selling for \$100, Montana Regent, \$21; field, \$40. Elkwood, Blue Wing and Lafitte alternated in the lead until the last quarter was reached, when Blue Wing, who had dropped back to third place, worked up, and a driving finish to the string ensued. Blue Wing won by half a length in front of Elkwood, second, who was half a length in front of Montana Regent, third. Time, 2:12 1/2.

Third race—Purse, handicap for all ages, one mile. Astrina won by two lengths from Grimaldi, second; two lengths in front of Duke of Bourbon, third. Time, 1:45 1/2.

Fourth race—For two-year-olds, five-eighths of a mile. Mercu won by four lengths in front of Anna Ban, second; three lengths ahead of Bob Thomas, third. Time, 1:06 1/2.

Fifth race—Handicap steeple chase, stake \$650 added; for all ages, over a long course, about two and a quarter miles. Ascolo won by a length from Aurelius, second; four lengths in front of Gilt Edge, third. Time, 6:55. Tennessee led for fully three-fourths of the distance, but stumbled and fell, when he had but three more jumps to take, owing to breaking his bridle. Ed Storms, his jockey, was knocked senseless but regained consciousness after medical aid had been rendered. The horse was badly bruised.

### The Thistle Aloft.

LONDON, April 26.—The Thistle was launched quietly to-day and was at once towed to Gourock, three miles west of Green Rock, on the Clyde river. She displays a considerable overhang of both stem and stern. Her sails will be carried forward and her mast will be placed nearer to the stem than customary. The main sail is to be immense. Her deck is very much like the marjories. The bowsprit will be of gammon iron fitted to the stem head, and her big spar will be amidships. The Thistle will cross the Atlantic as a yawl.

### The Sylvas Cannot Come.

GALVESTON, TEX., April 26.—The interstate regatta committee were sorely disappointed on receipt of a telegram from Moline, Ill., from the celebrated crew, the Sylvas, stating they could not attend the regatta. The Sylvas are the champion four-oared crew of the United States, and the Galveston regatta was largely instigated and gotten up on account of the encouragement offered by the Sylvas. They were the first crew to enter. Telegrams were sent them to-night urging their fulfillment of the engagement. The St. Louis and Chicago crews are now en route south, and will arrive Thursday, as well as the New Orleans crew. The absence of the Moline will not greatly interfere with the programme.

**THE FIRE RECORD.**  
Two Lives Lost and Two Persons Seriously Injured at Alleghany City.  
A Pittsburgh Fire.  
PITTSBURGH, Pa., April 26.—A fire broke out this morning in Willis Bros' grocery, corner of Locom and Corry streets, Alleghany City, entailing a loss of life besides injury to several people and the destruction of considerable property. The building (a four-story one) is used as a grocery by Willis Bros., and their mother and some roomers occupying the upper stories. Shortly after 1 o'clock Mrs. Willis was awakened. Arising she saw sparks coming up the elevator in the rear of the building. She alarmed the inmates. At the same time an outsider discovered the fire and gave the alarm. Eleven people were known to be in the burning building. The smoke was thick and hung in dense clouds through the passages and hallways. Ladders were run up to the various stories. To open a window from one of the large ladders thrown up against the building was to meet a cloud of suffocating vapor, but into it both firemen and policemen plunged. The heads of the frightened women were enveloped in clothes, and they were carried out all uninjured except Sophie Boles. She could not be found. One of the most appalling incidents of the fire was the jumping of two people from the building. While the firemen were fighting their way upstairs William Eberman appeared at a window on the third floor. He was too far gone to shout, but he was seen and the crowd yelled to him to hold on. A ladder went up and a man hastily started up to help Eberman. When the rescuer had reached the second floor Eberman was seen to lurch forward and then come down with a rush. Whether he fell or jumped could not be told. He fell on his head and shoulders and was picked up unconscious. One Hoggizlerun, a Greek, a powerful man, was the other victim. His room was on the fourth floor. The bravery of a man in the crowd probably saved his life. The Greek had poised himself on the sill. He looked on the flames behind him and the pavement below, and then made a spring from the sill. Just as his body shot downward a man from the crowd ran forward with his arms outstretched and caught the falling body. The force sent him to the ground with the Greek, but the latter's head hit the pavement, and it is thought his skull is fractured. The man who had run the risk for the stranger disappeared and the Greek was carried away. The fire held on stubbornly, and it was half-past 3 o'clock before it was under control. A search of the house was then made, and the bodies of Sophie Boles and Fred Schultz were found on the fourth floor. They were still in bed and had evidently been suffocated to death from the smoke. The injured, Eberman and two Greeks, were removed to the hospital, where they are now resting easy. It is feared, however, that Eberman and Hoggizlerun will not recover. The fire is supposed to have been caused by an explosion of natural gas. The loss is \$20,000; covered by insurance.

### Fire at McKinney.

McKINNEY, TEX., April 26.—The store of E. Strauss, general merchandise, burned at Allen, eight miles south, last night. Loss, \$5000; insurance, \$2500. The fire is thought to be incendiary.

### A Killing in Fannin County.

BONHAM, TEX., April 26.—Constable M. T. Dunn this evening brought to the city and lodged in jail Green Lynch, who on yesterday shot and instantly killed Jack Gust, near Elwood, twenty miles north of this city. The cause of the killing was an old grudge. It seems that three or four years ago the men had a difficulty about a settlement, and bad blood has existed between them ever since. On yesterday Lynch, who resides in the Nation, came over to this side, and on passing Gust's house the difficulty was renewed and resulted in Lynch firing a load of buckshot into Gust's left side, with result above stated. Gust leaves a wife and two children. Lynch also has a family.

### Growing Crops.

COLLINSVILLE, TEX., April 26.—The late wet spell is now showing its effect on the wheat and oat crop in this section. Such remarkable rapidity of growth it seems wonderful. Our merchants are offering to give some one a good bonus to locate a flouring mill here.

### LECTURE ON ROUGH ON RATS.

This is what killed your poor father. Shut it. Avoid anything containing it throughout your future useful life. We older heads object to its use. It is a deadly poison. It is in the houses, they must drink during the night.

"Rough on Rats," Mice, Bed-bugs, Fleas, Beetles, Cockroaches, etc., is sold all over the world, in every climate, is the most extensively advertised, and has the largest sale of any article of its kind on the face of the globe.

DESTROY POTATO BUGS For Potato Bugs, Insects on Vines, etc., a tablespoonful of the powder, well shaken in a keg of water, and applied with sprinkling pot-spray syringe, or whisk broom. Keep it well stirred up. 15c. and 25c. and 50c. Boxes. Agr. size.

"ROUGH ON RATS"—CLEARS OUT BED BUGS, FLIES, ROACHES, ants, water-bugs, moths, rats, mice, sparrows, jack rabbits, squirrels, gophers, etc.

**CUT THIS OUT.**  
1887 CALENDAR 1887  
—THE—  
PRETTIEST, CUTEST, TASTIEST  
CALENDAR  
FOR THE  
Parlor, Bedroom or Office,  
Can be had by purchasing a box of  
**DR. C. McLANE'S**  
CELEBRATED  
**LIVER PILLS.**  
PRICE, 25 CENTS.  
FOR SALE BY ALL DRUGGISTS.  
Call on the wrapper with your address and a red cent stamp; we will then send you the Calendar and package of cards. Write plain.  
**FLEMING BROS.,** Pittsburg, Pa.  
Send this Advertisement with the Wrapper.

Miss Crocker Married—  
SAN FRANCISCO, CAL., April 26.—The marriage of Charles B. Alexander of New York and Harriet S. Crocker, daughter of Charles Crocker, vice-president of the Southern Pacific Company, was celebrated at noon to-day at race church, Rev. E. R. Spalding officiating. The edifice was crowded with the most fashionable people of San Francisco. The bride party entered the church to a wedding march from Lohengrin. After the ceremony the newly wedded couple proceeded to the mansion of the bride's father where a wedding breakfast was given at which only members and relatives of the families of the contracting parties were present. The floral decorations in the church were the handsomest ever seen here.

**RAILROADS.**  
Texas and Pacific Railway.  
The Great Popular Route Between  
**THE EAST AND THE WEST**  
Short Line to New Orleans and All Points in Louisiana, New Mexico, Arizona and California.  
Favorite Line to the North, East and Southeast.  
A double daily line of Pullman Palace Sleeping Cars through to St. Louis via the

**Iron Mountain Route**  
See that your tickets read via Texas and Pacific Railway. For maps, time tables, tickets and rates and all required information, call on  
C. D. LUSK,  
Ticket Agent, Fort Worth.  
J. H. MILLER, Traveling Passenger Agent, Dallas.  
B. W. McCULLOUGH, General Passenger and Ticket Agent, Dallas.  
JNO. A. GRANT, General manager.

**THE MISSOURI PACIFIC RAILWAY.**  
The Great  
"North and South Trunk Line."  
Is the Thoroughfare of Travel between  
**Central and Southwest**  
**Texas to All Points**  
**North, East and West.**  
Double daily service of elegant Pullman Buffet and Sleeping Cars between San Antonio and Kansas City and St. Louis.  
Don't be deceived, but call for your ticket via the Missouri Pacific Railway.  
For any desired information, tickets, maps, folders, etc., call on  
C. D. LUSK,  
Ticket Agent, Fort Worth.  
J. H. MILLER, Northern Texas Pass. Agent, Dallas, Tex.  
B. W. McCULLOUGH, General Pass. and Ticket Agent.

**Texas Midland Route**  
GULF, COLORADO AND SANTA FE RY.  
**Reclining Chair Cars**  
On all Through Trains between  
**Galveston, Ft. Worth, Gainesville**  
FREE to Passengers holding First-Class Through Tickets.  
THE ONLY ROUTE running solid through trains—Galveston, Fort Worth, Gainesville, twenty miles the shortest route—Dallas, Fort Worth, Gainesville. The best route to Fort Worth, Gainesville, Honey Grove. Twenty-five miles the shortest route—Dallas to Honey Grove. The favorite route to Houston, Navasota, Montgomery, Conroe. The only route to Lampasas, Brownwood, Ballinger, Coleman. Direct connection to Austin, Waco, Groesbeville, San Antonio, Memphis, St. Louis, Kansas City and all points north, east and west.  
JAMES S. GARR,  
Gen'l Pass. and Ticket Agent, Fort Worth.

**Houston and Texas Central RY.**  
THE ONLY ALL-STEEL LINE IN THE STATE  
Double daily trains each way. Through Sleepers between New Orleans and St. Louis on Trains 1 and 2, and between Galveston and St. Louis on Trains 3 and 4. Sleeper between Houston and Austin. Through Tickets to all points. Quickest route to New Orleans and points E. the Southeast. Choice of routes via Houston, St. Louis, or Houston and New Orleans. Steamship tickets to or from any point in Europe.  
Going South. LOCAL. Going North.  
Leave. Arrive. Leave. Arrive.  
No. 4. No. 2. No. 1. No. 3.  
DAILY. DAILY. DAILY. DAILY.  
3:30 p.m. 4:30 a.m. 12:40 a.m. 11:40 p.m.  
1:30 p.m. 2:30 a.m. 12:18 a.m. 11:18 p.m.  
4:47 p.m. 5:45 a.m. 1:10 a.m. 12:35 a.m.  
6:30 p.m. 7:05 a.m. 2:20 p.m. 9:15 a.m.  
8:30 p.m. 9:30 a.m. Ft. Worth 12:55 a.m. 10:45 a.m.  
7:45 p.m. 8:15 a.m. 3:20 p.m. 9:55 a.m.  
8:55 p.m. 9:15 a.m. Morgan 10:30 a